



Workbook - Forum 2

city
design



Department of Planning and Development
City of Seattle, Greg Nickels, Mayor

Seattle's Central Waterfront Plan

Forum 2

November 7, 2003

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Agenda

Forum 2

Friday, November 7, 2003

Pier 66, Odyssey Maritime Discovery Center, Waterlink Gallery

Registration and Continental Breakfast	8:30 a.m.
Program	9:00 a.m. to 3:00 p.m.
Harbor Tour and Reception	3:00 p.m. to 5:00, Argosy Cruises

8:30 a.m. Registration and Continental Breakfast

9:00 Welcome

- Review of the City's waterfront planning process
- Recap of Forum 1 (June 2003)

9:30 Background Reports and Panel Discussion

- Urban Design, Public Space, Historic Preservation, Arts and Culture
- Transportation
- Environment and Ecology
- Economic Development, Tourism and Trade
- Neighborhoods, Community, Housing, Social Services and Stewardship
- Viaduct and Seawall Project

11:15 Official Remarks

- The Honorable Greg Nickels, Mayor of Seattle

11:30 Envisioning Our Future Waterfront

- Themes, Priorities and Areas Controversy
- Forum 3: Winter Charrette – Develop YOUR vision of the waterfront!

12:00 p.m. Lunch

12:30 Everyday Experience Meets Expert Opinion

- Hands-On Work Session

2:30 Closing Remarks

3:00 Harbor Tour and Reception

- Boat tour of Elliott Bay
- No-Host Bar

Waterfront Planning Timeline



Waterfront Forum 1

Generate public interest and encourage participation of individuals, designers, neighborhood groups and businesses.

* Kickoff Forum
June 26 & 28, 2003

Waterfront Forum 2

Public presentation of issues from Waterfront Discussions. Review of Waterfront Planning Principles.

* Team Recruitment
November 2003

Waterfront Forum 3

Charrette to generate Alternative Visions for Waterfront.

* Visioning Presentation
February 2004

waterfront discussions

background data collection/synthesis

Visioning Phase 1

Waterfront Discussions

Discussions by technical advisory groups to identify critical issues and information needs for Waterfront plans.

Issue topics include:

- * urban design/public realm/cultured resources
- * transportation/goods movement
- * economic development/tourism & trade
- * neighborhoods/community & stewardship
- * environment/ecology

September - October 2003

Background Data Collection and Synthesis

Staff with consultant assistance addresses information needs identified by Waterfront Discussion Groups.

Staff Finalizes Background Report, convenes Waterfront Expert Panel, and prepares for "Visioning Charrette" at Waterfront Forum 3.

November 2003 - February 2004



Public Review of Alternatives

Staff solicits public review and comments on Alternatives.

March - April 2004

"flesh out" Alternative Visions

public review of Alternatives

"Flesh Out" Alternative Visions for Public Review

Staff works with Waterfront Expert Panel to develop "Visions," generated at Charrette into Waterfront Plan Alternatives.

February - March 2004

Open House

Public review of Alternatives.

April 2004



Draft Concept Plan

Seattle City Council adopts the draft Concept Plan.

Fall 2004

City Council Public Hearing

Seattle City Council public hearing on the draft Concept Plan.

* Public Hearing
Summer 2004



Open House

* Draft Concept Plan presentation
Summer 2004

develop draft concept plan

public review

Concept Plan Phase 2

Prepare Draft Concept Plan

Staff and Waterfront Expert Panel consider public comments from the review of Alternate Visions and prepare the draft Concept Plan.

* Draft Concept Plan
April - July 2004

Sponsors:



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Port of Seattle



city
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Department of Planning
and Development

Council Adopts Final Plan

✱ Early 2006

Draft Action Plan

Develop a draft action plan for implementations and policy of public investment and management strategies.

✱ Draft Action Plan
November 2004 - May 2005



Action Plan Phase 3

Design Event

Design consultant competition / contracting for design elements.

✱ Design Competition / Contracting
November 2004 - August 2005

Final Waterfront Action Plan

✱ Action Plan Finalized
November 2004 - December 2005

Planning Area Map



Principles and Priorities

Summary of *DRAFT* Planning Principles

- 1. Access and Connection.** Increase physical and visual access to the waterfront. Improve pedestrian connections – especially east-west connections– between the waterfront and the rest of downtown. Link the waterfront with inland areas so that each area reinforces the others and contributes to a cohesive downtown.
- 2. Function and Diversity.** Make the waterfront an exciting urban neighborhood and regional destination that accommodates multiple functions, including recreational activities, public gathering places, and working waterfront functions. Promote diversity and complexity in the variety of districts, mix of uses, scale of development, and design of the physical environment.
- 3. Destination and Movement.** Give priority to the waterfront’s development as a destination for people while maintaining its critical role as a transportation thoroughway for freight and bypass traffic. Create pedestrian-oriented transportation facilities and amenities. Provide and link multiple modes of transportation serving the waterfront.
- 4. Authenticity and History.** Keep the waterfront real by accommodating functions that serve the needs of the local community. Enhance and preserve the waterfront’s authenticity by prioritizing uses that are strongly associated or highly compatible with the waterfront environment, the natural ecology of the area, and desired conditions in adjacent neighborhoods.
- 5. Environmental Sustainability.** Develop the waterfront as a model of environmental sustainability. Through redevelopment and public improvements, pursue opportunities to enhance marine habitat and migration, improve water and air quality, and reduce noise.
- 6. Economic Development.** Promote a healthy economy by supporting a modern, urban, working waterfront. Promote the waterfront as a major cultural amenity that is a symbol of the region’s livability. Capitalize on development opportunities that may result from improvements like the replacement of the Alaskan Way Viaduct to attract employment growth.
- 7. Integration and Balance.** Create a waterfront that balances and integrates multiple public benefits, including shoreline protection, habitat enhancement, economic development, historic preservation, open space, recreational activities, transportation and other uses.

DRAFT Planning Principles and Priorities

Principle

1

Access and Connection

Increase physical and visual access to the waterfront. Improve pedestrian connections – especially east-west connections– between the waterfront and the rest of downtown. Link the waterfront with inland areas so that each area reinforces the others and contributes to a cohesive downtown.

Access means making the Central Waterfront available to all people: residents, tourists, families and workers of all ages, incomes, social groups and physical abilities. Public access includes both physical access – the ability to reach the waterfront on foot – and visual access – the ability to see the water and views across Elliott Bay from within and outside the waterfront area.

The Central Waterfront has been the city's gateway for regional waterborne passenger travel. While this role has contributed to the waterfront's unique identity, it has also contributed to some degree to its isolation from the rest of downtown Seattle, as transportation facilities – namely, the Alaskan Way Viaduct and the Burlington Northern Santa Fe Railroad – have obstructed access to the Central Waterfront. A steep bluff and waterfront industrial uses, have also separated the waterfront from much of the rest of downtown.

In recent years, efforts have been made to increase public use of the waterfront and to improve access to the shoreline. These efforts include regulations aimed at creating and protecting public view corridors. The replacement of the Alaskan Way Viaduct will also present opportunities for greater public access, both physical and visual.

Priorities

- Increase the amount of shoreline frontage dedicated to public recreation and open space.
 - Provide an interconnected system of waterfront parks, promenades and plazas.
 - Provide opportunities for people to touch the water.
 - Locate public access points relative to important views and pedestrian connections.
 - Make public access points prominent in terms of size, location and visibility.
- Facilitate walking to and throughout the waterfront.
 - Create high-quality, human-scale streetscapes with pedestrian amenities.
 - Weave the waterfront and upland areas together through an intricate network of connections that provide a variety of quality experiences for pedestrians.
 - Seek to provide a continuous pedestrian promenade right along the shoreline.
 - Make all street crossings – especially east-west street crossings – safe and easy for pedestrians.
 - Consider the use of stairs, elevators, funiculars, improved sidewalks, etc., as needed to facilitate pedestrian movement between the waterfront and upland areas.

- o Treat each pedestrian connection as a unique feature reflecting the special qualities of the area it traverses.
- o Improve minor connectors to increase choices for pedestrian movement and connections to more intimate elements.
- o Prioritize routes that connect to key waterfront destinations and access points, such as the ferry terminal.
- o Improve walking routes to Lake Union, Pioneer Square/International District, Uptown Queen Anne and Capitol Hill/First Hill.
- Improve key east-west connections between the waterfront and upland areas.
 - o Reinforce the Pike Hillclimb as a highly visible, key pedestrian link between the Pike Place Market and the downtown waterfront.
 - o Extend the University Street pedestrian connection from the Harbor Steps across Western Avenue and to the waterfront.
 - o Improve additional key east-west street connections for pedestrians.
- Enhance views of the water.
 - o Minimize interruption of water views from downtown streets.
 - o Extend the reach of the waterfront, in terms of visual access and physical connection, as far inland as possible by promoting public view corridors and open spaces at locations where strong physical and visual connections to the water can be provided.
- Plan waterfront uses and design waterfront elements in ways that feed our animal connection to place.
 - o Provide opportunities for sensory experience of the waterfront, recognizing that the sight, sounds and smell of the waterfront environment are critical to its special identity and attraction to people.
 - o Minimize noise levels to enhance the waterfront experience by allowing the sound of water, marine activity and marine birds to be more strongly perceived.

Principle

2

Function and Diversity

Make the waterfront an exciting urban neighborhood and regional destination that accommodates multiple functions, including recreational activities, public gathering places, and working waterfront functions. Promote diversity and complexity in the variety of districts, mix of uses, scale of development, and design of the physical environment.

The downtown waterfront is a dynamic environment. It accommodates multiple functions and supports a variety of activities that have changed over time and will continue to evolve in the future. Some of these activities are unique to this location, while others overlap with the functions of adjacent areas.

The shoreline area accommodates waterborne transportation facilities – including cargo, ferry, and cruise ship terminals; tourist and commercial activity occupying historic pier structures; and public open space and recreation facilities. Inland areas broaden the mix to include housing, office, hotel, and retail activity, with the Pike Place Market and Pioneer Square serving as major attractions. While some uses appear to be stable, others are in transition. Cargo handling is likely to continue to withdraw from the area, while new projects increase the presence of public uses and open space. Housing along the area's eastern edge is a growing addition to the mix of uses. Diversity in the activities occurring on the downtown waterfront will help ensure the area's sustainability through economic shifts.

Priorities

- Promote activities that make the waterfront an exciting place to be.
 - Encourage a rich layering of activities that energize and sustain the waterfront year around.
 - Create public places for bringing people together.
 - Develop more intense zones of activity as well as quieter areas.
- Recognize and reinforce the Central Waterfront's dual characters – one being a singular, linear waterfront corridor, and the other being a collection of small pockets along the corridor that are destinations in themselves.
- Balance the activities and fine, human scale that serve the waterfront as a destination with the activities and large, industrial scale that serve the waterfront as a corridor.
- Recognize that the Central Waterfront is not one place but several places that differ in use and character.
 - Highlight the different characteristics of the different waterfront zones.
 - Develop different uses as appropriate to different areas of the waterfront.
- Continue to accommodate multiple functions on the waterfront.
- Strengthen existing healthy districts – clusters of uses that benefit from their proximity – contributing to diversity and the critical mass needed to generate desired levels of activity.

- Develop the waterfront as an “ecosystem of activity,” prioritizing activities that are strongly associated or highly compatible with the waterfront environment and the natural ecology of the area.
- Create conditions that contribute to a safe and civil urban environment, including:
 - o maintaining streets and open spaces as active, well designed public spaces
 - o supporting 24-hour activity in a manner that minimizes conflicts among different uses
 - o improving the economic climate in areas now perceived as unsafe
 - o accommodating a mix of people from all income, age, and social groups
 - o providing for human services within the limits of what the area can support
- Promote diversity and complexity in the variety of districts, mix of uses, scale of development and design of the physical environment.
 - o Allow for spontaneity and messiness.
 - o Encourage heterogeneity – variety of activities, uses and people – and sparkle – activity, vitality, funkiness and spontaneity.
- Design major infrastructure improvements, including transportation facilities, to be sufficiently flexible to accommodate changing uses and activities in the area over time.
- Extend the vitality and character of adjacent neighborhoods to the waterfront, while also reinforcing the presence of the waterfront in these areas.

Principle

3

Destination and Movement

Give priority to the waterfront's development as a destination for people while maintaining its critical role as a transportation thoroughway for freight and bypass traffic. Create pedestrian-oriented transportation facilities and amenities. Provide and link multiple modes of transportation serving the waterfront.

The Central Waterfront has always been, and will continue to be, a place of arrival and departure as well as a path through the densest part of the city. At the same time, the Central Waterfront is also a vibrant attraction for Seattle residents and tourists alike.

With the replacement of the Alaskan Way Viaduct, there is an opportunity to strengthen the waterfront as a destination. The viaduct replacement options that offer grade-separation of the through-traffic (bypassing downtown) from local traffic (serving downtown and the waterfront) will allow the most flexibility in terms of developing the streetscape character and scale of the main surface street, Alaskan Way, in a way that reinforces the waterfront as a pedestrian-oriented place.

Priorities

- Give priority to the Central Waterfront's future development as a destination while maintaining its most critical transportation functions.
- Design transportation facilities to reinforce the waterfront as a pedestrian-oriented destination.
 - Provide transportation facilities that are functionally and aesthetically harmonious with a pedestrian-oriented waterfront.
 - Provide transportation facilities that accommodate greater pedestrian and visual access to the water.
- Design circulation systems to be easily understood and to enhance a sense of structure and orientation in the waterfront area.
- Balance through-movement and local access in the waterfront area to meet the needs of different users.
 - Take into consideration the broader context of the transportation system and the variety of transportation modes and corridors providing access to and through downtown.
 - Accommodate through-traffic through the waterfront areas, but do not increase the capacity for regional through-traffic on the surface of Alaskan Way.
- Improve transit access to the waterfront.
 - Locate transit stops adjacent to major pedestrian destinations, such as the ferry terminal.
 - Investigate the need for increased transit service on the waterfront.
 - Provide pedestrian connections to the planned monorail stations along the 2nd Avenue alignment and light rail stations in the transit tunnel.
- Provide traffic circulation improvements that enhance the evolving, high density residential area along the western edge of Belltown and better integrate the Pike Place Public Market with the shoreline area.

Principle

4

Authenticity and History

Keep the waterfront real by accommodating functions that serve the needs of the local community. Enhance and preserve the waterfront's authenticity by prioritizing uses that are strongly associated or highly compatible with the waterfront environment, the natural ecology of the area, and desired conditions in adjacent neighborhoods.

The Central Waterfront is one of Seattle's most striking locations. It is the site of an ancient Native American settlement and the city's birthplace. In the course of the city's history, parts of the area have been rebuilt several times. With its current collection of piers, piersheds and old warehouse structures, the waterfront possesses a distinctive urban form and development pattern reflecting past functions. The Alaskan Way Viaduct and the Port of Seattle's container cargo cranes are more recent additions to the waterfront that have also become prominent features in the cityscape.

The downtown waterfront is an edge environment, a transition between land and water, the city and nature. The waterfront is where the city meets the open expanse of Elliott Bay – a dramatic contrast of activity and void, a place of movement in and out and through the city. It is a place of transition – transition between the open, quiet expanse of the bay and crowded inland activity; between the modestly scaled, fine grained shoreline development from a century ago and the modern, highrise downtown core; and between the flat shoreline and water surface of the bay and the and bluffs and steep slopes further inland. The future waterfront will need to express these unique qualities in a new way, while still recalling elements of the past.

Priorities

- Preserve, enhance and develop an authentic waterfront that is unique to Seattle.
 - Encourage functions that serve real needs of the local community, recognizing that uses and activities that draw locals will also appeal to tourists (e.g., the Pike Place Market).
 - Avoid over planning the area. Allow for serendipity and flexibility to adapt to changing conditions and unknown futures.
 - Do not develop an artificial, "Disney-fied" caricature of a real waterfront.
- Promote development that reflects the area's historical character, heightens the sense of the natural environment, reinforces the uniqueness of place, reveals the dynamic nature of the shoreline, establishes a memorable public realm, and reflects the spirit of the people of Seattle and the Puget Sound region.
- Recognize the inherent sense of apartness – resulting from the natural and reconstructed terrain, historical function, and development pattern of the area – that characterizes the Central Waterfront. Balance efforts to integrate the area with its surrounding with efforts to retain the sense of a unique and separate place.
- Develop a waterfront that honors and builds on the area's natural and cultural history.
 - Design new waterfront features that respect ties to the past by providing a sense of continuity with past activities and historic development patterns; e.g. the pattern of pier structures along Alaskan Way.

- o Introduce architectural interest to the waterfront, especially through the design of features that express its role as a gateway.
 - o Pursue opportunities to reflect the Native American heritage of the waterfront, including treatment of archeologically significant sites.
 - o Create new landmarks and use public art to reinforce the area's identity.
 - o Preserve, restore and re-use built resources of cultural, architectural, or social significance to maintain the downtown waterfront's unique sense of place and adapt to change gracefully.
 - o Celebrate the uniquely urban character of the downtown waterfront.
 - o Designate as landmarks any structures (such as piers) or architectural or landscape elements warranting historic preservation that are not currently protected.
- Recognize and treat the pier structures as historic resources of national value.
 - Emphasize the immediacy of Elliott Bay, and capitalize on views to provide orientation and define the area's unique identity.
 - o Allow visual penetration into upland areas from the water to reveal the depth of the downtown skyline.
 - o Shape development so that the topography and development character of upland areas are visually apparent.

Principle

5

Environmental Sustainability

Develop the waterfront as a model of environmental sustainability. Through redevelopment and public improvements, pursue opportunities to enhance marine habitat and migration, improve water and air quality, and reduce noise.

Efforts by Seattle's early settlers to adapt the shoreline environment to the needs of the pioneer city dramatically altered natural conditions. Hilltops were regraded and tidelands filled, reshaping the shoreline to accommodate the functions of a bustling port and industrial center. At a time when most of the region was wilderness and natural resources plentiful, there was little regard for the environmental consequences of these actions.

Today, addressing the changing functions of the downtown waterfront at a time of increased environmental awareness and concern provides the opportunity to rectify some of the environmental damage of these past actions and to promote a more ecologically sound environment in the future.

Priorities

- Pursue opportunities through redevelopment and public improvement projects to enhance marine habitat and migration, improve water and air quality and reduce noise.
- Pursue opportunities for shoreline rehabilitation and enhancement to improve habitat conditions and enhance migratory fish routes and feeding areas, while recognizing that the predominant character of the downtown waterfront is man-made and urban.
- Design the seawall and abutting areas to maximize opportunities for human contact with the water and enhance habitat conditions for sea life and salmon migration, while ensuring protection of public and private property and rights-of-way.
- Encourage new technologies for waterfront operations that diminish environmental impacts as older uses are replaced.
- Promote upland conditions that will enhance the nearshore water environment, including improvements that minimize run-off and reduce impermeable surfaces.
- Weigh economic benefits of future waterfront activity against environmental costs.
- Reduce the amount of over-water coverage, including nearshore moorings.
- Where over-water coverage remains, take measures to improve conditions for aquatic life and water quality.

Principle

6

Economic Development

Promote a healthy economy by supporting a modern, urban, working waterfront. Promote the waterfront as a major cultural amenity that is a symbol of the region's livability. Capitalize on development opportunities that may result from improvements like the replacement of the Alaskan Way Viaduct to attract employment growth.

During Seattle's early history, the Central Waterfront was the city's economic lifeblood; the rise and fall of the region's fortunes were tied to the activities conducted there. Today, as a regional transportation corridor, major tourist destination, recreation and cultural resource, and business community, the downtown waterfront continues to have an impact on the local and regional economy at many different levels, and major changes to these functions would likely have significant economic impacts.

The historic function of the downtown waterfront as a major location of waterborne goods shipment has diminished substantially and activities related to the fishing industry have essentially disappeared. Because other locations are better suited to accommodating the present and future requirements of these uses, once they are gone, there are not likely to return.

Priorities

- Continue to accommodate those transportation functions critical to the region's economic vitality.
- Attract and retain businesses and industries that provide livable-wage jobs.
- Consider attracting high technology industries to the waterfront.
- Promote collaboration between private development and public agencies, and among public agencies, including the State of Washington and Port of Seattle, to achieve the City's economic development objectives.
- Take a long-term, holistic view in assessing the costs and benefits of public investments in the area. Maximize reinvestment opportunities in targeted areas through major public improvements, including the Viaduct.
- Preserve the working waterfront, recognizing its contemporary manifestation in 21st century Seattle.
- In order of priority, encourage water-dependent uses, water-related and water-enjoyment uses over non-water-oriented uses.
- Promote economic development and attract emerging high technology industries and livable wage jobs to the Puget Sound area by developing the Central Waterfront.
- Revitalize development currently blighted by the Viaduct and create an active, urban edge east of Alaskan Way that is oriented to the waterfront.

Principle

7

Integration and Balance

Create a waterfront that balances and integrates multiple public benefits, including shoreline protection, habitat enhancement, economic development, historic preservation, open space, recreational activities, transportation and other uses.

The Central Waterfront is Seattle's front porch and greatest amenity. With its spectacular, commanding views of Elliott Bay and the Olympic Mountains, the waterfront is a dynamic intersection of natural beauty and urban charm. Because of its attractive qualities, it is a magnet for multiple uses. Accommodating and integrating numerous competing functions and goals on the waterfront, while promoting environmental health and public benefits, will require a careful balancing act.

Priorities

- Maintain the Central Waterfront as a diverse and flexible place. Balance the need to be adaptable to changing conditions with the need for some features – such as the seawall and significant open spaces – to impart a stronger sense of permanence.
- Balance the mix of uses to meet a broad range of public needs.
 - Balance the amount of public space provided with the need for sufficient activity to enliven such spaces.
 - Balance uses and activities attractive to tourism with uses meeting the needs of the local population.
 - Balance active places with quiet, reflective places.
- Develop more non-commercial civic uses on the waterfront, taking advantage of the fact that the vast majority of waterfront land is publicly owned.
- Balance the area's historic function as a transportation hub and corridor with its emerging function as an urban neighborhood and public amenity destination.
- Create a waterfront that achieves an integrated balance of habitat enhancement, economic development, historic preservation, open space, recreational activities, transportation and other functions.
- Encourage water-dependent uses that bring people to the waterfront and increase public access.
- Discourage uses along the shoreline that conflict with public access or lack an orientation to the water, including water-dependent uses that are incompatible with the high level of public access desired.

The Givens

- **Viaduct Replacement.** The existing Alaskan Way Viaduct will be replaced. Those replacement alternatives that call for eliminating the elevated structure will open up new water views and will create opportunities for improved east-west connections to the waterfront. Those replacement alternatives that call for separating through-traffic (which bypasses downtown) from local traffic (which accesses downtown destinations) will allow for maximum flexibility in the design of the surface streetscape on Alaskan Way.
- **Transportation Corridor.** The Central Waterfront area will continue to provide for the movement of goods and people, including:
 - o connecting water-based and land-based transportation, especially ferry traffic and the regional road network
 - o north-south freight movement and the designated oversized vehicle route through downtown
 - o circulation and access to local businesses and public uses
 - o mainline of the Burlington Northern Santa Fe Railroad (north of the train tunnel), with commuter and freight rail traffic likely to increase over time
- **Ferry Terminal.** The Central Waterfront will continue to accommodate commuter ferry operations. Options for moving state ferry operations from Colman Dock are being investigated. Any alternative locations for the Washington State Ferry Terminal must address the following factors:
 - o a terminal location that provides convenient pedestrian connections to the downtown office core for walk-on passengers
 - o coordination of ferry traffic with cruise ship activity and other marine traffic
 - o access to regional thoroughfares (SR 99 and I-5) that will not generate additional negative impacts on the waterfront or downtown neighborhoods
 - o off-terminal holding areas that will not generate additional negative impacts on the waterfront or downtown neighborhoods
 - o minimize conflicts with pedestrian scale and character
 - o coordinate with multiple land-based modes of transportation, to provide seamless connections for passengers arriving by foot, bicycle, or transit
- **New Passenger Ferry Services.** The state of Washington is discontinuing passenger ferry services. The nature of cross-Sound commuting will likely change with new, private service providers, terminal locations, advanced vessel technologies and a different mix of passenger only and car ferries.
- **Multi-Modal Transit.** The various transportation modes serving the downtown waterfront – including waterborne transportation, transit, autos, trucks, pedestrians and bicyclists – will be integrated in a safe, efficient and aesthetically pleasing manner.
- **Monorail.** The monorail alignment on 2nd Avenue will encroach on views of the water.
- **Marine Navigation.** Conditions required for marine navigation consistent with State and federal regulations shall be retained.

- **View Corridors.** Designated downtown view corridors will be maintained and enhanced to strengthen visual access to Elliott Bay and beyond.
- **Landmarks and Landmark Districts.** Designated historic landmarks will continue to be preserved, providing a physical connection to the waterfront's past. The established boundaries of the Pioneer Square Preservation District and the Pike Market Historical District shall remain unchanged.
- **Historic Piers.** Many of the piers that established the physical form and character of Seattle's waterfront a century ago remain today largely because the functions that these structures originally accommodated abandoned the area, while regulatory constraints and lack of demand for new uses discouraged replacement. Not only do these structures provide a physical connection to the area's past, but they lend a unique character to downtown Seattle. Much of the pier development is temporary by nature, as the use of timber in a harsh marine environment sets a limit on the expected lifespan of pier structures. The maintenance implications raise issues about their permanence as waterfront features. Still, the historic pier structures are a resource of national value that will remain important elements of Seattle's waterfront.
- **Olympic Sculpture Park.** Development of the Olympic Sculpture Park (7 acres) will establish a major public open space that will improve shoreline access and attract more people to the north end of the downtown waterfront. The Olympic Sculpture Park will also provide a pedestrian route to the waterfront.
- **Aquarium.** Future expansion of the Aquarium will increase the amount of waterfront land dedicated to public uses.
- **Terminal 46.** In the long term, the current use of Terminal 46 (88 acres) and some underutilized industrial sites to the east are likely to change and be redeveloped more intensively in the next 100 years. The current tenant, Hanjin, has an option to lease the site until 2015.
- **Inland Development.** Inland portions of downtown will continue to be more intensely developed, and additional land may become available or more attractive for redevelopment as a result of replacing the Viaduct.
- **Shoreline Development.** The overarching objectives of the Seattle Shoreline Master Program regarding public access, views, priority for water dependent uses, and environmental enhancement will continue to guide shoreline development.
- **Harbor Lines.** State law to protect marine navigation will constrain actions beyond the currently established harbor lines.
- **Environmental Constraints.** Development in the waterfront environment will continue to be constrained due to soil, contamination, water table, and seismic conditions.
- **Housing.** City and shoreline regulations will continue to prohibit housing along the shoreline edge.
- **Public Safety.** Fire protection capacity on the waterfront (land based as well as marine based operational capabilities) will change, and the location of new facilities is uncertain.
- **National Security.** Heightened security concerns could have implications on the potential for public access at certain shoreline facilities, such as cruise ship terminals, port facilities, and other marine transportation.

- **Natural Elements.** The natural phenomena of marine climate, currents, wind, rain and tides will continue to influence conditions on the Central Waterfront and shoreline, requiring practical design responses to these conditions.
- **Shoreline Edge.** To protect public and private property, the existing shoreline edge shall be maintained essentially along the existing sea wall alignment from Washington Street to the north, except in limited locations where shoreline rehabilitation may be feasible.
- **Topography.** Topographic conditions will continue to affect the relationship between shoreline and inland areas, define area boundaries, and influence circulation patterns.
- **Noise.** Existing prohibitions on heliports and seaplane terminals will be retained because of the negative noise impacts and limited public benefit of these facilities at this location.

Discussion Groups

Discussion Group Summary

In September-October, 2003 the Department of Planning and Development sponsored five technical discussion groups as a second step in the Central Waterfront Planning process. The discussion groups were formed around five key aspects of Waterfront Planning:

- Transportation
- Urban Design, Public Space, Historic Preservation, Arts and Culture
- Natural Environment and Ecology
- Economic Development, Tourism and Trade
- Neighborhood, Community, Housing, Social Services and Stewardship

The goal of these discussion group meetings was to develop technical background information that will inform the Central Waterfront planning process. The discussion groups brought together 15-20 experts in each of these areas and averaged 75-80% professionals in private practice and community representatives who volunteered their time and 20-25% City planning staff. Each of the discussion groups were given the following tasks to accomplish:

- Develop key issues or priorities for the waterfront plan.
- Identify existing resources (documents or people) that we should know about.
- Identify information gaps – what information do we still need to develop?
- Refine the draft “Principles” (and givens) that were prepared for Waterfront Forum #1 in June, 2003

The discussion groups were held prior to the second Central Waterfront Forum on November 7, 2003. Each discussion group raised many issues, ideas as well as questions for Central Waterfront Planning. The outcomes of the discussion groups will be presented and discussed at the November 7 Forum as well as in the following is a written summary.

Summary of Meetings

Discussion Group 1: Transportation

The Transportation Discussion Group met three times between September 9 and October 7. The following seven themes emerged during the discussions.

1. East-West Access

Improving east-west connections between the downtown uplands and the Waterfront should be a priority. Existing connections between the uplands and the Waterfront are not always clear and amenable. Significant east-west connections include Union Street, Washington Street, Pike Street, Pine Street, University Street, Yesler Way, Jefferson Street, Seneca Street, Spring Street, Madison Street and Broad Street. Pedestrian overpasses are one means for improving east-west connections. East-west connections could also be improved through transportation devices such as the cable car, funicular, escalator and elevator.

2. Separation of Modes

Many different modes of transportation occupy the Waterfront and there are conflicts between the different modes. Several questions were raised about the separation of transportation modes: Is there a need to clarify the space and route for each mode of transportation? Is it possible to prioritize the different modes of transportation? Is it possible to take some modes of transportation elsewhere away from the waterfront? It was suggested that conflicts between transportation uses may be eliminated by creating use-specific corridors to separate transportation modes. This separation would allow the scale and design details of each transportation system to fit the mode.

3. Waterfront as Destination

The Central Waterfront is a destination that supports a diversity of uses. The Waterfront is not one thing – there are and can be different zones of activity. Look at treating the waterfront as a collection of zones that could be treated differently. The relationship between density, land use, and transportation is critical. These must all support each other in creating a destination.

Key destinations on the Waterfront include Colman Dock, the Aquarium, Pier 66 and the Market. To make the Waterfront more of a 'destination' we need to consider how to balance place and traffic. We appear to have conflicting goals of making the Waterfront into more of a destination and improving the waterfront as transportation corridor. We should prioritize transportation solutions that help the waterfront become more of a destination. We also need a better understanding of 'local' versus 'through' traffic. Designing for the single occupancy vehicle (SOV) through-traffic does not support the creation of a destination and should be less of a priority. In planning for transportation on the waterfront, we should ask: 'what do we want to happen there?' rather than 'what don't we want?'

We need to agree on terms and clarify whether or not placing Highway 99 in a tunnel still means that the Central Waterfront functions as a transportation corridor. Is it a transportation corridor if the transportation is underground? The character of Alaskan Way will depend on the approach we take to replacing the Viaduct. We need to place less emphasis on the details of viaduct design and focus more on what kind of structure we want on the waterfront. Alternatives for viaduct replacement need to be clearly delineated.

4. Public Access

Improving public access should be a part of the Central Waterfront's transportation network. Incorporate into transportation improvements opportunities for the public to access the water and the waterfront.

5. Utilities

The Central Waterfront is not only a destination and transportation corridor but also a major utilities corridor. We need to incorporate the Waterfront's role as a major underground utility corridor into planning.

6. Economics

We need to look closer at what freight and industry means for the city and regional economy and what do we want to do about these in the future. The economic value of industries or uses that are served by transportation improvements needs to be given more weight in relation to other sectors of the economy. The city and regional economy needs to be reconciled with transportation investment. How do we prioritize our resources? Freight mobility is an important part of the economics of industry. There is a great need to develop a broader understanding of what freight mobility consists of. Trucks (delivery and short/long haul) and rail are the two important land-side components of overall freight mobility.

7. Public Transit

The waterfront needs efficient and pleasant transit options. Bus and other transit service on the waterfront need to be improved. The waterfront needs greater connectivity and linkages between transit modes. The multi-modal character of the waterfront should be high on the list of priorities. Important parts of the multi-modal transit system that need improvement and increase in service are the Waterfront Trolley (including track design and placement) and ferry service (the San Francisco Bay Area could be a model). Overall, bicycles and transit need more space to be effective on the Central Waterfront. Keys to successful multi-modal transit include improving the proximity of modes to each other, coordinating transit schedules, establishing a common fare structure and providing adequate information. A good example of the integration of transit modes is the New York City ferry & bus systems. On the other hand are there situations where we should separate transit uses? How much intensity of transit operations do we want on the Waterfront? What are the costs and benefits of the various modes on the Waterfront?

Discussion Group 2:

Urban Design, Public Space, Historic Preservation, Arts and Culture

The Urban Design, Public Spaces, Historic Preservation, Arts and Culture Discussion Group met three times between September 10 and 24. The following nine themes emerged during the discussions.

1. Heterogeneity

The Central Waterfront has the potential to support a variety of activities, uses and people. Planning for the Central Waterfront should encourage this kind of heterogeneity. The Waterfront should be a place that is used year round. How should the Central Waterfront accommodate diverse uses including residential, public space and water-related activities?

2. Authenticity

Uses and activities that draw locals will also appeal to tourists (e.g., the Pike Place Market). There was much discussion on how to preserve “authenticity” of the Waterfront. Authenticity of place, and not just use, is important to consider. It is difficult to define what authenticity is in terms of place. We need to think in terms of layers of authenticity – is there only one time period that is authentic or is authenticity built up over time? There were differing opinions on how we should address authenticity. On the one hand, some thought that we should not replace what is currently authentic on the waterfront. On the other hand, authentic uses are no longer present and we should focus on strengthening contemporary uses. Something new can still be authentic. There are also “inauthentic” things that draw people and activity to a place. It was also suggested that we think in terms of integrity of place rather than focusing on authenticity.

Authenticity is related to how the waterfront serves residents as well as tourists. We need to consider the balance between local services and tourist oriented attractions. How “touristy” should the waterfront be? Tourists want to see what is unique and local about a city. A destination that serves residents well is also attractive to tourists. The Pike Place Market is an example of a place that has been successful at serving both residents and tourists.

Authenticity is also contingent on how a place responds to its natural environment. Some of the unique natural aspects of Seattle’s waterfront include exposure to varied weather conditions, the sharp drop in depth of Elliott Bay, the variation between high and low tides (11-13 ft) and the views of the Olympic Mountains to the west.

3. Connection with Place

Our connection to place is a deep and fundamental part of human experience. How to we create an “ecosystem of activity,” i.e., use activity to create a sense of connection of the place and integrity of experience.

The Central Waterfront is unique as a flat continuous narrow space running north-south. However, the waterfront is not monolithic. There is much variation in the landscape from one end to the other. How much more varied or continuous should the waterfront be? The variation in the Waterfront landscape can accommodate a variety of interrelated activities and uses.

4. Sparkle

Vitality, funkiness and spontaneity may be encouraged by making space for activities that are not planned or homogenous. Avoid making the Waterfront into a theme park or a copy of successful, popular places in other cities. We need to consider carefully what will make Seattle’s waterfront unique. Art in public places is part of the sparkle of the Waterfront. The sparkle of art may be enhanced by creating “frames” where art can happen rather than placing specific pieces in locations.

5. Access

Access is sensory, psychological and visual. Access is about making places where we can physically touch the water, creating better pedestrian and vehicle access to the waterfront and optimizing views of the water. Improving public access to the Waterfront is a matter of creating a feeling of “porosity” and bringing downtown land uses to the waterfront. Making connections to bring people to the waterfront is an important challenge for Central Waterfront Planning. Connections to adjacent neighborhoods tend to be idiosyncratic rather than homogenous. The steep grade also presents some challenges to upland-waterfront connections. Some possibilities for improving connections down to the waterfront from upland neighborhoods include skybridges, concentrated connections and gentle promenades. Central Waterfront Planning will need to determine where the key connectors are located along the Waterfront and how to improve them.

The group also discussed whether or not there should be opportunities for people to make contact with the water. How can this be achieved given the nature of tides, water quality, depth and other constraints?

6. Working Waterfront

What does is a “working waterfront” for 21st century Seattle? Historically, the working waterfront was industrial with water-dependent uses and other appropriate working activities. Our goal should be to envision the “working waterfront” as a “waterfront that works.”

7. Human Scale

Balance the activities and scale that serve the Waterfront as a destination, with the activities and scale that serve the waterfront as a transportation corridor. The Central Waterfront should be an urban destination where people want to spend time. The Waterfront should primarily a destination and not just a corridor for through-traffic. How do we separate through-traffic in order to support the waterfront as a destination?

8. Preservation of the Piers

There was also concern about preserving the existing piers. The piers are important as an embodiment of the Waterfront’s history and a resource of national value. The piers should be maintained rather than preserved. However, we should be mindful that there are economic costs for maintaining the historic piers.

9. Implementation/Development

Planning for Central Waterfront should include a look at precedents for waterfront redevelopment from other cities. These should include examples of what not to do. We will need to balance innovative concepts with economic, physical and other realities. Another consideration is phasing. Will it be preferable to pursue incremental development over the long term rather than a large project in a shorter time frame? A large amount of the Central Waterfront land is publicly owned. Who should control development of the Central Waterfront? Should a Public Development Authority (PDA) be established? It is important that we figure out how to get all of the entities that control the waterfront to work together.

We will need to determine how much density and intensity of development can be accommodated on the Waterfront. What is the balance between density and open space? We need to think three dimensionally about development along the Central Waterfront.

Discussion Group 3: Natural Environment and Ecology

The Natural Environment and Ecology Discussion Group met three times between September 29 and October 13. The following three themes emerged during the discussions.

1. Ecosystem Health and the Waterfront

The Waterfront should be “edible” i.e., “fishable,” and “swim-able.” It is important to manage the whole of the waterfront and not just specific discharges and other hot spots. We need to think in terms of continuity between the waterfront and upland areas in enhancing the habitat. Bathymetry as well as elevation plays a role influences the functioning of ecosystem. There is a great need for habitat to support natural processes in Elliott Bay. Types of habitat and their locations will need to be determined in the planning process.

2. Shoreline Habitat Restoration-Rehabilitation

It is not possible to restore the Waterfront ecology and landscape to the pre-development condition. It is important, however, to increase habitat for marine life and improve water quality. There is currently a lack of shallow water habitat along the seawall. This is partially due to the bathymetry of Elliott Bay and the

There is some level of uncertainty related to habitat restoration. We need to assess risk of whether or not restored habitat will improve salmon population before investing in it. There may be other factors diminishing marine populations that habitat restoration cannot address. The food source for juvenile salmon is also an important influence on the health of salmon population. Overall, we should focus on creating potential for diversity rather than homogenization of the substrate. Ecological design for seawall and pier structures can increase the diversity of habitats for marine life. The existing seawall is a straight, vertical structure in deep water with little opportunity for habitat. Shelves at varying depths, light, native vegetation and modulation of the seawall are elements that could enhance habitat. The shape of the seawall is contingent on whether or not it will be part of a tunnel structure.

Soils contamination and stability are significant issues for the Central Waterfront. The submerged soil along Elliott Bay is largely fill and sediment. Contamination and re-contamination of sediments occurs when construction and repair work is done along the waterfront. We can identify some opportunities and locations for sediment clean-up in the Central Waterfront. Sediment clean-up should be linked with the projects that are underway. We need to look at the results of monitoring

programs for capping projects so that we can determine what the best approach is for capping sediments. We need to look at the long-term track record for capping to see if the results are beneficial. This is important to know before we proceed with further capping projects. There is also the potential for recontamination of sites where soils have been capped.

3. Impacts on Environmental Quality

Vehicular traffic along the Waterfront has impacts on both air and water quality. Vapors and particulates eventually find their way into the water. Vehicular exhaust is likely to be greater for highway passing through Waterfront than for a local street serving the Waterfront as a destination. On the other hand, stop and go traffic and congestion can produce significant. Tour buses and taxi cabs also impact air quality on the Waterfront especially around the cruise ship terminal. Placing through traffic in tunnels may help since exhaust can be controlled and scrubbed through vents.

Transportation facilities on the waterfront such as the cruise ship terminal and ferry terminal have impacts on the natural environment and aesthetic quality. Should the economic benefits of these facilities outweigh the environmental costs? Terminal structures have impacts on view corridors and pedestrian access to the water. We should seek holistic, environmentally oriented solutions to issues related to cruise ship and ferry docking.

Runoff is a significant problem for water quality in Elliott Bay. Structures over water, especially parking lots such as the holding area at Colman Dock, can have significant impacts on water quality. Oil, particulates and other pollutants can wash into the water below during with rain. Over-water structures and impervious surfaces should be minimized as much as possible along Elliott Bay. Runoff from streets along the waterfront has impacts on water quality. New biofiltration technologies can help with controlling runoff into Elliott Bay. Reduce quantity and improve quality of run-off going into Elliott Bay.

Creosote coated and arsenic treated timber pilings pose a toxicity problem along the Waterfront. These chemicals elevate pH levels in the water. Plastics, concrete and coated steel are possible alternatives for pier pilings but their effects on water quality will need to be assessed.

The effects of Combined Sewer Outflows on water quality need to be assessed. CSOs discharge fresh water and affect the salinity. These discharges may be detrimental in some locations and beneficial in others. It was suggested that CSOs should be reduced or even eliminated. The quantity of stormwater discharge could be reduced through various water harvesting technologies and the quality improved through biofiltration.

Discussion Group 4: Economic Development, Tourism & Trade

The Economic Development, Tourism and Trade Discussion Group met two times between October 1 and 15. The following four themes emerged during the discussions.

1. The Long Term

Replacement of the Alaskan Way Viaduct and redevelopment of the Central Waterfront are long term projects. Within the long term, however, the Waterfront is experiencing continuous change in terms of uses. Central Waterfront planning needs to be for the long term but with flexibility to address change. It is important to think carefully about the costs of displacing water-dependent uses with non-water-dependent uses. It is very difficult to regain water-dependent uses once they have been displaced.

2. Mobility

Maintaining multi-modal mobility along the waterfront is a significant issue and a key to some funding for Central Waterfront transportation improvements. The Central Waterfront has the potential to become an inter-modal transportation hub for the Puget Sound region with ferries, cruise ships, buses and more. We need to think broadly in terms of the Waterfront an inter-urban and intra-urban hub accommodating different transportation modes along the waterfront – ferries, pedestrian, transit, etc.

Expanding the transit network and increasing alternative transit modes will enhance the usability of the Central Waterfront. Maintaining access to waterfront businesses is also important. Demand for transit services by employees, as well as visitors and residents, is increasing on the Central Waterfront. East-west connections between the waterfront and the upland areas of the Center City should be improved for pedestrians, transit and freight.

We also need to maintain mobility for transportation of goods between the industrial areas to the north and the south. The existing viaduct and rail lines are important means for moving freight between the Duwamish and BINMIC industrial areas and beyond. Rail traffic through the Central Waterfront is likely to increase in the future. One possibility for improving mobility is to incorporate intermodal (road and rail) connections on the Central Waterfront where hubs already exist for ferries, cruise ships, etc. Grade separations between street and rail is another option.

3. Business/Use

The Central Waterfront supports a wide range of activities. It is not a monolithic waterfront but an area with diverse neighborhoods, uses and economic return. It is important to maintain the current maritime, water-dependent uses - ferries, port operations - and promote businesses that support economic development on the waterfront, pay higher wages and generate export revenue for the city.

Increasing the number of pedestrians in certain areas on the Central Waterfront is desirable. We need to look at where it is desirable to increase pedestrian activity and where it is not. Ways to increase pedestrian activity include encouraging businesses that attract pedestrians to locate on the Waterfront and improving public access to the area. Recognizing and enhancing the diversity of activity in different zones of the waterfront - south, central and north – should be integral to planning and economic development of the Central Waterfront.

4. Development

Authenticity is difficult to define for the Central Waterfront. A big challenge for planning will be how to create an environment where people mix with the “real work” of the Central Waterfront while avoiding homogenized theme park reenactment of historic conditions. Another challenge of authenticity for planning is to find the right balance between maintaining control or regulation of activity and encouraging spontaneity. How the historic architecture and physical environment is treated will significantly influence the feeling of authenticity. Planning the Central Waterfront for the local community instead of tourists will also enhance authenticity. Establish mechanisms for managing waterfront development

The future development of Terminal 46 is a huge issue for Central Waterfront planning. There is a question as to whether or not the entire site needs to be dedicated to container terminal use in the future. Any planning for change in uses will need to have a broad community-based conversation. Reducing the amount of land devoted to container shipping is possible. Other ports, especially in Asia, are able to efficiently accommodate high volumes of container activity in relatively small land area.

Housing development is one of the emerging uses along the Central Waterfront. Housing, tourism, container operations, ferries, cruise ships and other uses make the Waterfront a dynamic place. Different uses can mutually support each other but there is still the potential for conflict, however. Planning will need to accommodate the current mix and anticipate the future mix of activities on the Waterfront.

Discussion Group 5: Neighborhood, Community, Housing, Social Services & Stewardship

The Neighborhood, Community, Housing, Social Services & Stewardship Discussion Group met two times between September 9 and October 14. The following two themes emerged during the discussions.

1. Waterfront as Neighborhood

The Central Waterfront is a regional amenity and a diverse neighborhood that accommodates residential, commercial and tourist uses. However, at present, there is a lack of “neighborhood feeling” on the Waterfront. The Central Waterfront is often perceived to be a separate place apart from the rest of the Center City. There is a tension between waterfront’s role as a thoroughfare and as a destination. The Waterfront accommodates two kinds of users: 1) those who pass through it on the way other destinations and 2) those who go to the Waterfront because it is a destination. Business and Industrial areas to the north and south depend on the transportation corridor through the Central Waterfront. We will need creative transportation solutions to balance the competing needs of the corridor and the destination.

There is need for more public open space and more indoor gathering places in the Center City neighborhoods that are expected to accommodate more residents, workers and visitors, in the future. The Waterfront has the potential to be a significant open space resource for these neighborhoods. The Waterfront should accommodate a healthy mix of uses. Mixed uses can help give the Central Waterfront more of a neighborhood feel. Is the current zoning appropriate for the uses that are desired on the waterfront? There is also the need to find a balance between water dependant uses and other uses. Water dependent uses such as ferries, cruise ships and container transport compete with uses such as open space and housing. Public toilets, comfort stations, information resources and wayfinding are other amenities that could enhance the neighborhood feel of the Central Waterfront.

2. Connectivity to Adjacent Neighborhoods.

East-West connections between the Waterfront and the upland neighborhoods are important. There is a challenge to making the Waterfront inviting; creating a sense of public ownership. Access to the waterfront is a key to preventing stagnation and underutilization of the neighborhood. Currently, the Central Waterfront feels like it is disconnected from the upland neighborhoods. Much of the disconnection is related to the Viaduct acting as a visual, auditory and physical barrier. The pedestrian connections themselves are often obscured, incomplete or blocked. The walk to the Waterfront from the neighborhoods is often a roundabout and uncertain path. The current dichotomy of ownership between public and private also creates a barrier to access. Better wayfinding could also help with improving connections between the Waterfront and neighborhoods. The Waterfront should be accessible to people of all ages and abilities. Critical connections include Thomas Street, Broad Street & Alaskan Way, Green Streets such as Vine Street, the area around the Battery Street tunnel and Pioneer Square streets such as Washington and Jackson Streets.

Resources Recommended by Discussion Groups

[North Waterfront Transportation Summaries](#) (2001)

[DWWSysyems/Alaskan Way Viaduct Alternatives Project Summary](#) (2002)

[Combined Sewer Outflow \(CSO\) Reduction Plan Amendment](#) (2001)

[Downtown Design Forum](#) (1994)

[Mayor's Recommended Harborfront Public Improvement Plan](#) (1987)

[North Waterfront Access Plan](#) (2001)

[City's Waterfront Planning Process: Proposed Seattle Aquarium Priorities](#) (2003)

[Development of an Aquatic Management Plan for Elliott Bay and the Duwamish Estuary: A Study](#) (1993)

[Chapter 173-26 WAC – State Master program Approval/Amendment Procedures](#)

[Shoreline Management Act of 1971 – RCW 90.58](#)

[Alaskan Way Viaduct: Report of the Structural Sufficiency Review Committee](#) (2001)

[Draft Technical Memorandum: Seattle Shoreline Habitat Restoration Opportunities](#) (April 24, 2003)

[Central Bay Habitat Goals](#) (2003)

Information Gaps Identified by Discussion Groups

- Information about where utilities run, space requirements, access and maintenance requirements.
- Port of Seattle revenue/industry information: Frequency, projections, size of ships.
- Study of revenues generated by the different industries that occupy and use the waterfront?
- Study that shows numbers of users who move through the central waterfront area and use it as a through corridor versus those who use it as a destination.
- Assessment of the potential power/limitations of the waterfront plan (what land is publicly owned?)
- Assessment of the impact of the viaduct replacement project on waterfront businesses.
- Clarification on the limits set by the Shoreline Management Act.
- Analysis of existing East-West connections.
- Map of outfalls and stormwater basins.
- Data on toxics in the watershed, ambient water quality in Elliott Bay. Sampling study on the waterfront.
- Life cycle analysis for plastics, steel and other materials and their impact on water.
- Information, data, studies of tunnel air filtering/cleaning to address air pollution.
- Assessment of economic benefits from the cruise ship industry.
- Study of the environmental tradeoffs/environmental affects caused by the cruise ship industry.
- What future regulations will be required for salmon along the waterfront?
- Soil conditions at Terminal 46.
- Statistics on the industrial use along the north-south corridor including vehicle numbers and cargo volumes.
- A pedestrian study of the waterfront area including a qualitative analysis of all east-west streets, the numbers of pedestrian users along different routes and numbers of pedestrians and level of service information for intersections.
- Single-occupancy vehicle studies that look at viaduct users and Alaskan Way users.
- Review of existing policies in place on the waterfront (FAR, zoning, etc.).

Acknowledgments

Sponsors

The 15 member **Seattle Planning Commission**, created in 1948, advises the Mayor, City Council and City departments on broad planning goals, policies and plans for the physical development of the City. Its work is framed by the Comprehensive Plan and its vision for Seattle into the 21st Century, and by a commitment to engaging citizens in the work of planning for and working to reach these goals.

The nine member **Seattle Design Commission** was established in 1968 and is a nonpartisan, advisory body to the Mayor, City Council, and City departments. It works to ensure that public facilities and projects within the civic environment incorporate high standards of design quality and efficiency. Broadly, the Design Commission reviews projects funded in any part with City money and/or those on City land and makes recommendations as the projects evolve and develop.

Why Public Involvement Matters to us

Over the years, as the City of Seattle has grown and changed, the Commissions have partnered on a number of public workshops, charrettes, planning or urban design studies, task forces and public forums. We have done so with the belief that public involvement in shaping the City around us truly matters. As the City begins to look anew at the Central Waterfront, we hold to the principles that: cities are vital places, the water's edge is a fragile ecosystem even in an urban setting; people access and use the waterfront in many different ways; planning for the future should be far-sighted, and small ideas can be just as ingenious as big ones. We believe fundamentally in the value of public process, bringing diverse opinions and ideas to the surface, striving for consensus, working in collaboration. It is our hope that you will join us in the challenge ahead, bring your own unique insights to the table, listen to what is said and what is unsaid, so together we might all discover what we collectively hold dear about life well lived on the waterfront.

Co-Sponsors

City of Seattle – Mayor's Office, City Council, DPD – Planning Division working together, are co-sponsors of the Forum and will guide the development of a new Central Waterfront program and plan which begins with this first Forum.

Port of Seattle – Real Estate Division is a co-sponsor of this forum and has graciously sponsored the event at a location ideally suited for this Forum - right on the waterfront.

Our gratitude to all who have participated in the waterfront planning process to date, especially those listed below.

Forum Participants

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John Owen, Chair, Seattle Planning Commission
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Roger Wagoner, Director of Planning, Berryman & Henigar
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Others

Allied Arts
Argosy Cruises
Bell Harbor International Conference Center
CityDesign Print & Copy
Envirolssues
KUOW Radio
Makers architecture + urban design
Olympic Reprographics
Port of Seattle
Seattle Design Commission
Seattle Planning Commission
The Wedge Catering

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Catherine Stanford, Downtown District Council; Pike Place Market PDA
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Tear off

This image shows a full page of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page, leaving small margins at the top and bottom. There are no vertical margin lines, text, or other markings on the page.

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